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REFAX 28

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	USSR (Murmansk Oblast)	REPORT	
SUBJECT	Construction of the Murmansk-Pechenga Railroad	DATE DISTR.	29 April 1953
DATE OF INFO.		NO. OF PAGES	50X1-HUM
PLACE ACQUIRED		REQUIREMENT NO.	RD 50X1-HUM
		REFERENCES	50X1-HUM

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. Construction work on the Murmansk-Pechenga railroad was in progress in early September 1952. In the area where the railroad will cross the Pechenga River, about ten kilometers south of Pechenga (N69-33, E31-12), the railroad embankment has been completed, although no ties or rails have been laid. Nor are there any indications that construction of a bridge over the river has been begun. The embankment extends to the river bank, ends, and then begins again on the opposite shore.
2. The railroad embankment is about four meters wide and about two meters high. The height of the embankment varies with the contour of the land and is less than two meters in places where the land rises sharply. Gravel has been used in the construction of the embankment, the top being of hard-packed gravel and the sloping sides of loosely-packed gravel. Wooden poles, similar to telephone poles, run parallel to the west side of the embankment, but no wires have been strung along them. The poles are approximately six to seven meters apart and are not tarred.
3. In some places, tire tracks indicate that trucks and construction equipment travel parallel to the side of the embankment. In other places, the tracks indicate that trucks actually travel along the top of the embankment. All wheel tracks look as if they were recently made. At a point about 500 meters north of where the embankment reaches the Pechenga River, the truck tracks turn off the embankment to the west.

4. the construction on the Murmansk-Pechenga railroad is proceeding night and day. Voices and engine sounds could be heard coming from the area near the river even during the night. sounds like those of an engine doing heavy work and metal clattering appeared to be coming from an area about 2.5 kilometers west of the place where the truck tracks leave the embankment. No uncompleted sections of the embankment were observed. No gravel pits or other signs of digging were observed in the area. Tractor cleat marks were observed in the swampy ground near the embankment. In many places, trees and underbrush have been cut. this wood may have been used as ball for the roadbed.

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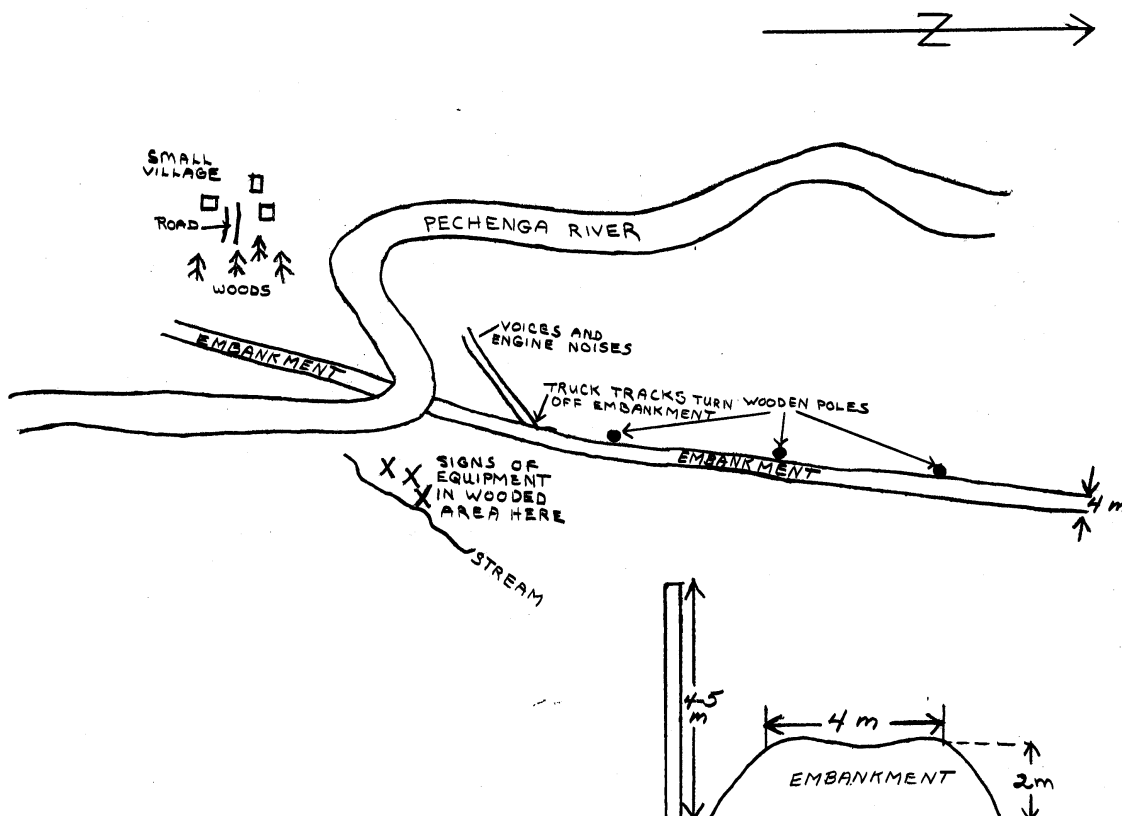
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-2-

5. A small village is located about two kilometers southwest of the point where the embankment reaches the river. 50X1-HUM
 all the buildings are one-story
high.

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Construction on the Murmansk-Pechenga Railroad

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